



West Valley View

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Phone (623) 535-8439

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I-10 widening on schedule

Bridge work being done to complete 'super structure' before concrete, rubberized asphalt

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Several representatives from the Arizona Department of Transportation met with West Valley media, government officials and chamber members Thursday to explain the status and process of the Interstate 10 widening project.

In a nutshell, though, it's all going according to plan, said Rob Samour, ADOT's engineer for the Phoenix Construction District. "As far as I know, everything is on schedule."

What that means to West Valley drivers traveling I-10 is that relief is coming, just not for another few years.

When it's all done in 2011, there will be five lanes in each direction - which includes a carpool lane - from Loop 101 to Sarival Avenue, said Laura Douglas, public information officer for ADOT. And there will be three lanes in each direction from Sarival to Verrado Way, she said.

Building bridges

ADOT workers began bridge building at Pebble Creek Parkway/Estrella Parkway in Goodyear. The process begins with falsework, or temporary support structure. The roads are completely closed below I-10 when the crews are installing falsework. The support structure stays in place while the permanent bridges are built on I-10. And once the concrete deck is in place on the bridge, the falsework can be removed, which causes the final road closure for that bridge.

That process was done faster than normal at Pebble Creek Parkway/Estrella Parkway to "limit the impact on local businesses," ADOT Community Relations project manager Brock Barnhardt said.

Normally, crews build the westbound concrete deck first, and then come back later to add the eastbound one, Barnhardt explained. The bridges at Bullard Avenue, Litchfield and Dysart roads are a good example of that, as the westbound portion is completed. Crews will be back at a later date to begin work on the eastbound decks to form one "super structure," he said.

At Pebble Creek Parkway/Estrella Parkway, they built both westbound and eastbound decks at once. The bridges of Bullard Avenue, Litchfield and Dysart roads, as well as Avondale Boulevard, are expected to be done by November, Barnhardt said.

The bridges at 107th and 99th avenues and the Agua Fria wash will be completed late 2008 or early 2009.

"The 107th Avenue bridge had a lot more engineering going into it and will be constructed pretty much through the entire project," said Lars Jacoby, spokesman for ADOT.

However, they plan to avoid road closures during November's NASCAR event.

"We're doing our best for NASCAR," he said.

Concrete, rubberized asphalt

After all the above-mentioned bridges are finished, then the concrete can be poured in the middle portion of I-10, which is being excavated throughout the bridge-making process.

Jacoby expects the concrete to be poured sometime in early 2009, and then the rubberized asphalt thrown on top in the spring. He said the new road will be about 17 inches thick when it's all said and done.

And once those inside lanes are finished, that allows ADOT to begin work on outside lanes from Dysart to Sarival, meaning traffic along that stretch will use some of the new lanes in 2009.

Another part of the I-10 widening project that will start in early 2009 is the addition of one lane each way between Sarival and Verrado.

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